



# DISCUSS ESTABLISHMENT OF A PARKLET PROGRAM



## CITY COUNCIL MEETING

*Image by City of Long Beach, CA*

Hae Won Ritchie, Interim Public Works Director September 14, 2021

# Agenda

1. Parklet Program Background
2. Goal and Purpose
3. Key Program Restrictions
4. Location and Setback Criteria
5. Parklet Design Elements
  - a) Parklet Design Elements
  - b) Platform Design
  - c) Railing Design
  - d) Traffic and Safety Design
  - e) Furnishings
  - f) Aesthetic Design
6. Policy Issues
7. Questions





# Background

- Order No. 20-01: Due to the COVID-19 pandemic, the city allowed temporary outdoor dining on public and private property.
- Order No. 20-02: Allows certain fees to be waived for businesses to operate outdoors, occupying sidewalks, public & private parking lots, and street parking spaces.
- As of June 15, 2021, the Governor's executive orders that put into place, the Stay-At-Home Order and the Blueprint for a Safer Economy, were terminated.
- Businesses in San Bruno are allowed to continue outdoor business operations until City Manager's Executive Order No. 20-02 has been rescinded.
- The purpose of the current outdoor business registration program was to allow businesses that could not operate indoor to be able to operate outdoors.
- The program has been successful, as it relates to restaurants, in activating San Mateo Avenue and providing a more pedestrian friendly environment.



# Goal and Purpose

## Temporary Outdoor Business Registration → Parklet Program

- Allow some restaurants the opportunity to retain their outdoor dining beyond the pandemic.
- Activate the downtown by promoting a pedestrian environment.
- Generate more foot traffic for downtown businesses by creating a convivial atmosphere around food.
- Balance the needs of all users of the street.
- Limit impacts on parking.
- Create a consolidated and streamlined permitting process.
- Ensure aesthetically pleasing design that is compatible with the streetscape plan.
- Provide separation between pedestrians and outdoor diners.





# Key Program Restrictions

- Limited to restaurants only
- Limited to downtown only
- Cannot convert private parking
- Limit of five total parklets in downtown
- No more than two parklets in any block
- Exclusive use by the business that builds the parklet
- Parklet must be maintained by the business owner
- Not a permanent improvement





# Parklet Location Criteria

## Location Criteria

- **Parallel parking spaces** - Most parklets are the length of one or two parking spaces, although the City will consider larger parklets depending on site conditions. A 3-foot inner buffer is required when adjacent to another parallel parking space. A 2-foot buffer is required when adjacent to a driveway.
- **Corner locations** - Parklets should be setback from intersection crosswalks. Setbacks shall be 20-foot for non-signalized intersections and 30-foot from signalized intersections. Parklets that cannot meet these setback requirements may be considered on a case-by-case basis.



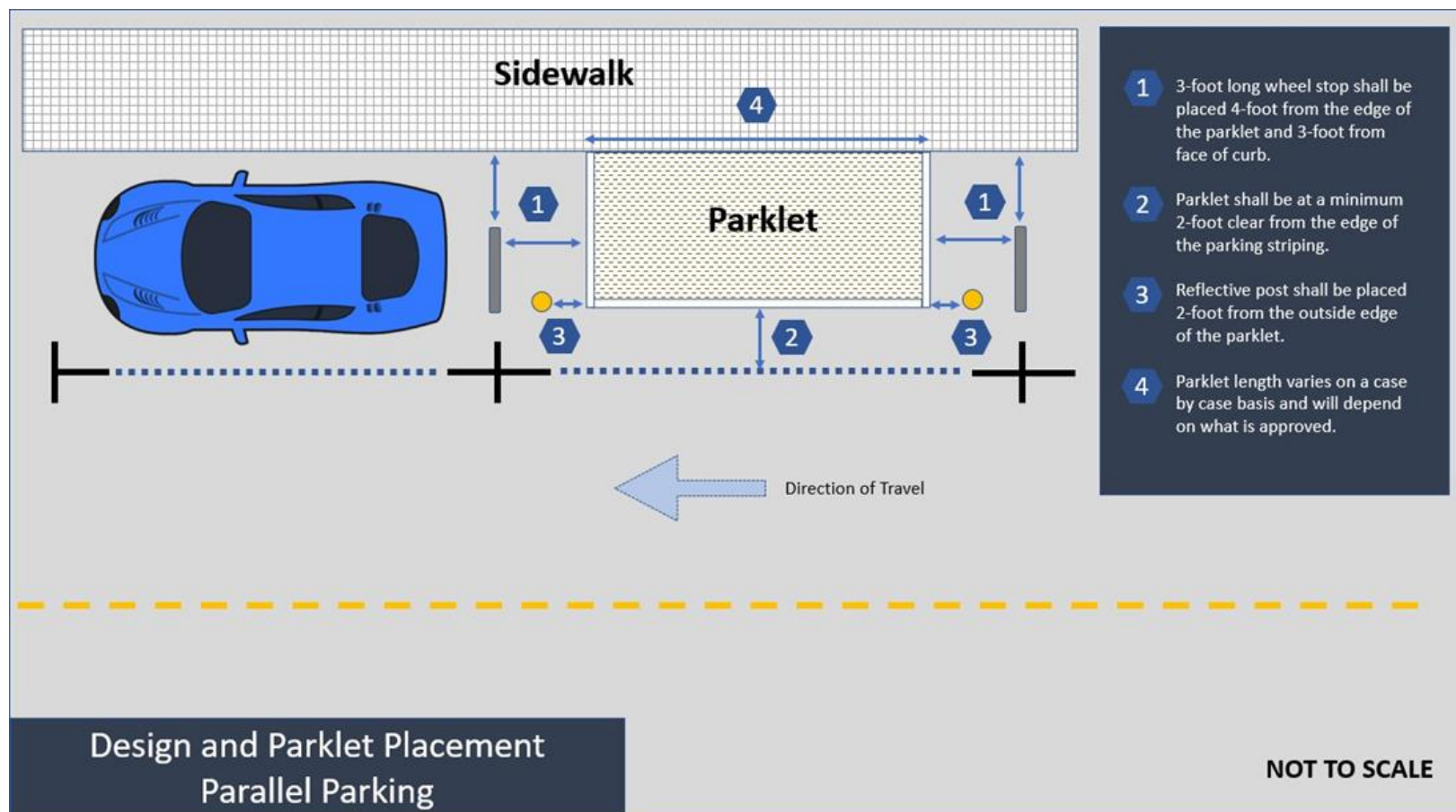
# Parklet Location Criteria

## Other Location Criteria

- **Utilities** - Parklets may not be constructed over utility access panels, manhole covers, storm drains, or fire hydrant shut-off valves.
- **Parklet Width** – Parklets must stay within the designated parking stall area and must allow for a minimum 11-foot vehicular travel lane.
- **Fire Hydrants** - Fire Hydrants shall not be blocked. Clearance of 15-foot around the hydrant (15 foot each side) shall be maintained.
- **Fire Department Connections (FDC's)** – To maintain access for FDC's, 5-foot wide openings should be provided between every 2 adjacent parklets or alternative means approved by the fire code official.

# Parklet Setback Criteria

## Setback Criteria







# Parklet Design Elements

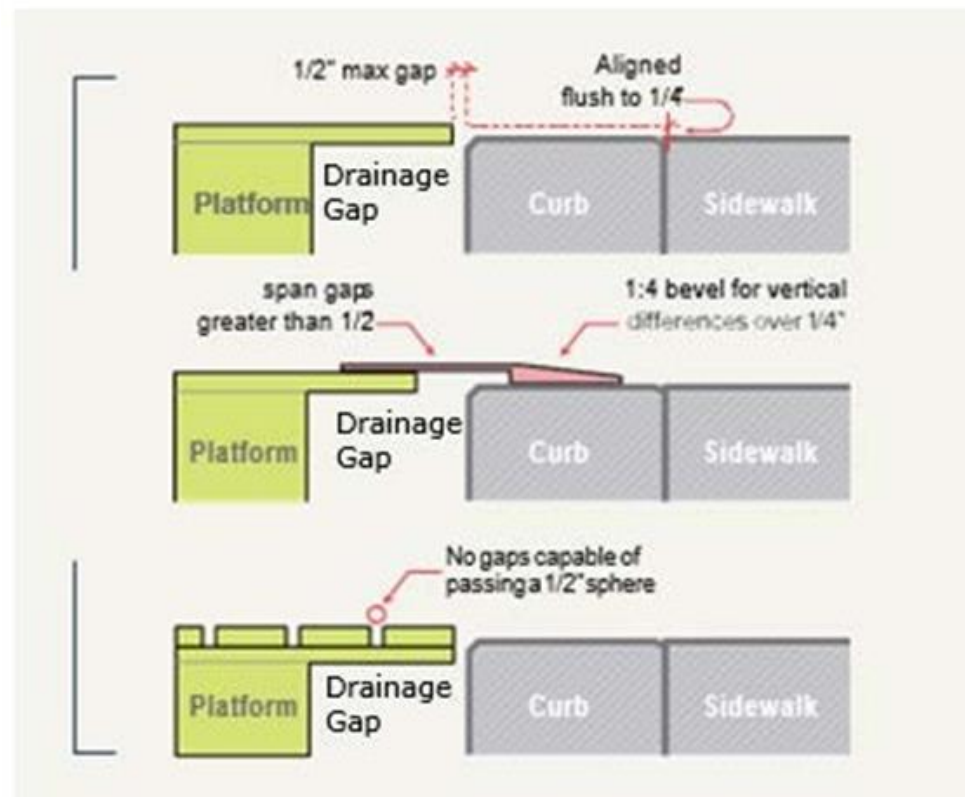
## Parklet Design consist of the following key elements:

- A **platform** that allows the parklet to serve as an extension of the sidewalks.
- **Railings** that demarcate the exterior of the parklet from the street and surrounding parking spaces.
- **Traffic safety protections** to reduce the potential for auto-related damage.
- **Furnishings and fixtures.**
- **Aesthetic design consideration.**

# Parklet Design Elements

## Platform Design Criteria

- Platforms must be constructed from durable materials
- All structures must allow for access to public utilities
- The platform must be flush and even with sidewalk
- Drainage - Platforms must allow for curbside drainage flow with a threshold from the gutter adjacent to the curb.





# Parklet Design Elements

## Parklet Railing Design

- Edge Buffers are required at the street edge. This can take the form of planters, railing, cabling, or some other appropriate barrier.
- Openings in rails must prevent passage of 4-inch sphere.
- Height: The height should not exceed 36 inches from the parklet platform floor to the top of the railing. Barriers taller than 36 inches must use of transparent materials like Acrylite, Plexiglass, plastic films, etc. above 36 inches.
- Visibility: The barrier should not block the view of conflicting movements of traffic, including pedestrian traffic, nor block the view of traffic control devices such as traffic signs, traffic signals, and other traffic warning devices.
- All railings/barriers must have reflectors on them such that they are visible at night.
- Roofs, trellises, and shade structures are allowed.

# Parklet Design Elements

## Parklet Traffic Safety

Traffic barriers shall be screened utilizing aesthetically pleasing treatment and materials such as wood or metal.

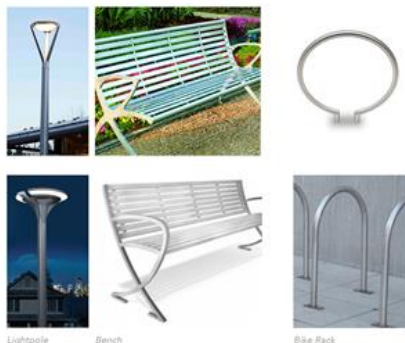




# Parklet Design Elements

## Parklet Aesthetic Design

- The parklet design should maintain aesthetic design consistency with the San Mateo Avenue Streetscape Plan.
- Architectural Review Committee – Design shall be review by Planning staff and the Architectural Review Committee for vetting and approval of final design.



## SAN MATEO AVENUE

CONCEPTUAL STREETScape PLAN





# Key Policy Issues

- Should the city pursue a parklet program?
- Should the total number of parklets within downtown be limited to five?
- Should the total amount of parklets in each block be limited to two?
- Offered on a first come first serve basis or should the City identify target areas for parklets
- Should the Architecture Review Committee review parklet designs?
- Should the City provide or seek grant funds to cover parklet processing fees and/or subsidize construction cost for parklets?



# Questions

